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The Pacific Oceanian

THE PACIFIC OCEANIAN
WEDNESDAY MORNING, JAN. 11, 1922

THE TREATY MUST GO

The Hawaiian treaty which has already been made in congress upon the Hawaiian treaty is the only preliminary to a general agreement. The press of the country is not unanimous upon the treaty. No senator or representative from the Pacific Coast, if he expects a political future, can defend it, while members from the southern states are understood to be practically "solid" for its reindorsement. A great point is gained through this first movement, if the adoption of a resolution directing the senate committee on foreign affairs to inquire into the treaty ought to be to terminate it, and if so, what would be the result? This purpose will be necessary and proper. This inquiry ought to bring out all the facts. It should be complete, it will show how the treaty plays into the hands of a sugar ring in San Francisco, carrying it at the rate of several millions a year, at the expense of the treasury and all the consumers of the Pacific states and territories.

Entire free trade in sugar is not practicable, because the government cannot have revenues, and sugar yields a larger part of the revenue of the government. That is the reason why a single article, hence a tariff on sugar is indispensable. Moreover, under a strictly revenue tariff system sugar is one of the commodities that must always bear a tax. The price to the consumer is enhanced only by the amount of the duty, and the government gets every penny of that. The duty on sugar is not levied for protection—that is, to keep sugar out, but is levied for revenue, and sugar that comes in from other countries must pay the duty, the remission of the duty on Hawaiian sugar is a measure of partiality, injury and wrong. It places a monopoly in the hands of the ring that controls the sugar production of the island; it takes \$2,000,000 per annum out of the treasury of the United States, and enables the ring to charge consumers just as high prices as it can. The duty is remitted the price of sugar on this coast is kept up to the figure at which duty-paying sugar can be had in the eastern markets, with the freight to this coast added; and the freight is placed at an excessive rate, presumably to aid the sugar monopoly, in consideration of a share of the spoils. The basis of all this is the Hawaiian treaty. The treaty of 1897 is the Hawaiian treaty. The treaty of 1897 is the Hawaiian treaty. The treaty of 1897 is the Hawaiian treaty.

Blackburn, one of Kentucky's confederate brigadiers, who lately made a venomous attack on Gen. Burbridge for the part taken by the latter in clearing Kentucky of confederate guerrillas in 1864, has got decidedly the worst of it. Burbridge shows that his action was taken in pursuance of direct orders, and moreover, that it was right and necessary. Blackburn was one of those rebels who didn't have even the poor excuse of "going with his state," and it hurts him to this day that the rebellion was put down. The less heard from men like Blackburn the better for their reputation, and the sooner will all the wounds of the war be healed. It is not improbable that harsh measures were frequently employed by Gen. Burbridge. That was his business and duty. War is likely to have that result. The rebellion would scarcely have been put down by the most judicious extension of courtesies and amenities to those who were engaged in it. Men like Blackburn would do well to let the memories of the war sleep undisturbed. Under no possible circumstances have they anything to gain either personally or politically, by disturbing them.

Mr. Charles P. Church, of Silson, Church & Co., wheat exporters, contributes today a reply to charges against the port of Portland and the Columbia river made by several shipmasters and printed two months ago in commercial journals throughout England and America. He considers each of the half-dozen or more exaggerations and falsehoods which make up the charges and disproves them all with facts and figures which are perfectly accurate and easily understood. The refutation is complete and clear. Mr. Church further goes into details of ship expenditure and shows that under conditions most favorable for San Francisco and most unfavorable for Portland, the charges of loading a ship at the first named port were but a trifle above a shilling less than similar charges here, and that under ordinary circumstances Portland is the cheaper port. The article is important and timely.

THE WEATHER SERVICE

Gen. Hazen, chief signal officer, has decided to make a super-station district of California, Oregon, Nevada, Washington and Arizona, with headquarters at San Francisco, just as soon as men from the weather office at Washington can be spared to manage it. He has now but nine general assistants, who are barely able to conduct the system in its present shape, and cannot spare the men necessary for increasing the working detail, which he hopes will be done during the present session. Probabilities telegraphed from Washington at midnight, and printed in THE OREGONIAN each morning, are not satisfactory, first, because reports from here upon which predictions are based are often delayed by their long telegraphic journey; and second, because phenomena, which in the past precede our sort of weather, have preceded and influenced something very different. Until careful study has developed perfect knowledge of local conditions here, and until the best office is within easy telegraphic call of the various stations, predictions cannot be reliable.

Wonderful progress has been made during the past few years in weather science. Its general method is simple, but requires ceaseless vigilance; and its technique is an abstruse and highly interesting study. When a storm is announced, say in Texas, whose movement is northward to the Pacific coast, the duty of Washington notes its character, speed, force, area and general course, finding this information in reports from stations which pass, and then sets about to estimate its future movements. Reports from hundreds of stations are before him showing the atmospheric conditions at all points in the possible course of the storm. He seeks the line of lowest atmospheric pressure which will almost certainly be the storm path, estimates from the speed of the storm center the date of its passing at various points, and then infers those points by telegraph of what is coming and when to expect it. A storm as it passes over the country seeks the course of least resistance, and so, in the case of a north-bound storm, if the pressure be high in Kentucky and low in Missouri, it will veer to the east, or if the conditions be reversed, to the west, and if the pressure both north and west be high it may be diverted eastward across the country to the Atlantic coast.

Our ordinary winter storms, which are attended with southwest winds and appear to come from that quarter, really pass from west to east. The normal path of storm centers is somewhere north of the British Columbia line. The storm area, which may be one hundred or one thousand miles in diameter, is shaped like a wheel, with strong currents tending toward its center. These currents move from left to right so that in the direct line of the storm its direct effect is southerly and its least a northerly wind. Portland, lying on the southern edge of the storm path of course is first struck by a southwest wind, which veers to the northward as the storm moves eastward and recedes. The recent visit here of Lieut. Kilbourne was to study local conditions with reference to the proposed Pacific coast establishment. He thinks that close observation and a few well-placed stations will enable predictions to be made for this section as accurately as for the eastern states.

"The apolis system," said Mr. Pendleton in his great speech on civil service reform, "made Guiteau a possible aspirant for office, and assassination a possible revenge for his disappointment."

THE HENNEPIN CANAL

What is known as the Hennepin canal, which is about to be dug upon the site of the old canal, is to form a water way between the Mississippi river and the Illinois and Michigan canals. That is, it would connect the Mississippi river at a point near Rock Island with the Illinois and Michigan canal at Hennepin, on the Illinois river, thus furnishing water communication from the Mississippi to the chain of lakes at Chicago. According to the survey made in 1870, by order of the war department, the entire cost of the proposed work would be under \$5,000,000. A committee has prepared a memorial to congress presenting reasons why the work should be undertaken at once. The states whose commercial center is the city of Chicago produced in 1879 1,300,000, 600,000, or 10,000,000 tons of grain, besides one-half the live stock product of the United States. It was estimated by a senate committee in 1873 that the saving on water transportation over railroad transportation was one-half a cent per ton per mile. The distance from the Mississippi to the Illinois and Michigan canals is 160 miles. This would give 30 cents per ton as the saving. Admitting only this saving on one-half of the crop of grain for the year named, a saving would be effected, the committee say, of \$31,500,000 on one year's crop, or more than eight times enough to construct the proposed canal. This estimate is only on one item of freight one way.

While it is apparent that the proposed canal would be an important work, it is equally apparent that this estimate is a fanciful one. It would imply that the entire cost of the 70,000,000 tons of grain was to be moved to market or from Chicago, and that one-half would pass through this canal. But large part of the grain crop of those states is consumed at home; and again, the railroads, even after the canal was constructed, would continue to be by far the greater part of the business. The railroad, in contact with every part of it, and of course would still be the main dependence for transport. Already from Chicago to New York there is a water way the whole distance, which now competes with railroads and would also compete with the new canal. It is quite apparent that the showing made by the Hennepin canal committee is based largely on a desire for an appropriation.

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